



'the Link' Y Cyswllt

'The magazine for the Chester & North Wales CTC'



Christmas

'time for reflection

& planning'



Christmas 2014

Alf Jones

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Front Cover Photograph

Winter's a great time to reflect on a good year and to plan for an even better one for 2015!



Welcome to *'The Link'* Christmas edition and what a jam-packed edition this has turned out to be!

We have the usual technical tips of course, the first batch of 'Letters to the Editor', various results and achievements, the usual 'brain teaser', touring experiences, My Bike and

What about catering for the more 'diverse' of us? Well, this edition sees Phil Pritchard and his merry band of tandems – next month, Mike Roberts has promised us all the in's and out's of trike riding.

Talking of catering, some of you wanted more 'homely' topics so we have also started off your favourite recipes geared up for cyclists. Doreen's sent in the first one so we'll see what the rest of the team can come up with – handwritten copies will do just fine! Needless to say, the Editor will need to test drive any test samples submitted before publishing!

Brian has written up a superb article on group riding – every now and then we need reminding just what we should be doing on the road. There are lots of cyclists on the road in our area and we certainly don't want the C&NW CTC getting any unnecessary criticism from our 'friendly' car drivers.

Having mentioned the 'Letters to the Editor' – let' us know what YOU think about the topics raised; there are certainly one or two things to get 'vocal' about.

New section: "Smile, you're on camera!" – a snap from my helmet cam for you to ponder.

Fancy a record attempt at riding around the world – no? Julian Sayarer did!

What about first aid by the roadside? Steve the Paramedic tells you what to do.

And much, much more

Read on



The Editor



Welcome to the Christmas edition of *The Link* !
 This edition is absolutely jam packed with loads of 'goodies'. I chose the particular scene for the front cover because although Christmas is one of my favourite times of the year, I didn't want it to reflect the cold, wet and windy weather

we normally endure at this time of year. I wanted the cover to reflect the good times we've had over the summer AND the good times we're going to have NEXT summer!

That was my idea for the cover but what about the reality of the situation?

So there I was a couple of weeks ago, standing in the pouring rain fixing a puncture on a wheel covered in mud and other farm 'stuff'. The puncture was caused AGAIN by a thorn from the hedge cutting Umm, why do we put up with this?

I've put in a couple of issues that affect all of us in the 'Letters to the Editor' section, so tell me what YOU think and what we should do about it!

In the last issue I promised you an article on one of our greatest local cycling heroes – Harry Watson. Well, two or three weeks ago I went and visited Harry and Celia in their home and I was just overwhelmed! I listened to their stories, adventures and their experiences and I was bowled over. So much so that I decided that one visit wouldn't be enough to make a proper job of it that I'll concentrate into the next issue. Promise!

I've also increased the size of the print by an extra point to make reading a little bit easier – for me as well as you! The trouble is that the bigger the typeface the less I can fit into the mag. As you will see from this edition, it's pretty concentrated already as I try to get in as much as possible!

Your feed- back on whether this increase in type size is ok or, failing all else, the name of a good optician!

See you on the road



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A Message from Your President



Well, what a year it has been, this our 75th Anniversary year. Early on, our new look Link (thank you Martin!) heralded a host of celebratory activities. I hope you have taken part in as many as possible.

They have certainly

kept me busy. As always, their success has depended upon the work of our volunteers –seemingly many from a diminishing band of ‘oldies’ that deserve great praise for their dedication.

An early highlight was the publication of *The Chain*, the definitive history of our (first!) 75 years. I cannot emphasise enough the many hours of trawling through our records by David Ackerley and Arthur Miller needed to produce it. These records date back to the 1930s when we were just a ‘Section’ of the former CTC Liverpool District Association before our official ‘foundation’ only days before the start of the Second World War. How lucky we were to keep going. Arthur has ensured that the archive material that is worth keeping is now stored under optimum conditions available for public access at the Chester Record Office. Arthur has also kindly agreed to take over the role of Archivist from Ken Brown who held that role for many years.

Peripatetic President

In May, my travels took me to Glasgow for the CTC National AGM and Annual Dinner where once again it was my pleasure to see members of our winning team in the 2013 CTC Cycle Tourist Competition receive their awards. In the morning before the afternoon formalities of the AGM was an occasion to hear a guest speaker explain the workings of Parliament and how CTC and its individual members might engage with Members of Parliament and parliamentary committees to lobby in pursuit of cyclists’ interests. This was followed with informal discussion groups on, for example, how to gain more publicity for cycling in local newspapers and broadcasting media.

Three weeks later, on 1st June, I visited the cycling tent at the Llangefni Festival of Cycling and Walking in Anglesey. Needless to say, we were well represented

there by our North Wales ‘stalwarts’ eager to promote the cause of cycling. It also gave me the chance to meet the CTC Right to Ride Officer for Anglesey G.P. Dr Richard M Keatinge and to get his viewpoint on problems facing cyclists on that island.

A week later, it was up early to get to Bickerton to see off the first riders on our 75th Birthday Rides. Again this was an event organised by David Ackerley which ended with a celebratory tea party in Bickerton Village Hall. I was pleased to welcome on your behalf CTC Chair of Council, David Cox our Guest of Honour. The Guest List also included the three CTC Councillors for our area: Gwenda Owen (all the way from Cardiff), Welna Bowden and Janet Gregory. Also there were representatives of Chester’s Friends of the Millennium Greenway who were presented with one of our 75th Anniversary Certificates of Appreciation.

The end of June meant another early start to see off the riders on the Bob Cliff Memorial Cheshire Cycleway Rides, followed by a drive to the 100 milers’ lunch stop on the outskirts of Macclesfield. At the end of the day, it was my pleasure to present the Jim Skelding Memorial Trophy to the youngest rider, 17 year old Luke Johnson of Huntington, Chester. Jim Skelding, one of our Founder Members (who was about the same age as Luke when we were founded in 1939) would have been delighted that 75 years later the Trophy donated in his memory, had been won by such a young and keen rider.

Counting the Miles

The 49th Bert Bailey Memorial Vets 100 on July 13th was significant in that Harry Watson announced that it was his 43rd and last ride in this event. I well recall my first ‘Vets’ and my being ‘allocated’ to Harry’s riding group in the year when he had ‘only’ ridden this event 15 times! In total, then on ‘Vets 100’ rides alone Harry has ridden more than the distance from Liverpool to Delhi, but that’s only a small part of the total of 700 000 miles of lifetime cycling that Harry attained on November 5th (his 85th Birthday). Congratulations Harry! 700 000 miles are roughly the equivalent of 28 times the circumference of the earth and you achieved this on November 5th, your 86th birthday, fireworks, indeed! (and how many miles is that to the tam o’ shanter, Harry?).

2015 marks the 50th ‘Vets 100’ – or will do, if we can find a volunteer or team of volunteers to take over from David Ackerley. David feels that in his 80s and having been (may I say, a superb) organiser of this



A Message from your President cont'd

and other events, it is time for someone else (or a team) to take over. It's not a case of starting from scratch – David has already made arrangements for next year so the changeover should be a smooth one. Remember, this is our prestige event and attracts riders from a wide area of the country who look forward to riding it each year. Let's not fail to achieve our half century! Let's not 'lose face'.

So what about you volunteering - yes, you?

The well-attended President's Rides with our Annual Lunch at Tilston (report elsewhere) were blessed with glorious September sunshine. They started and finished at Walk Mill, now a favourite stop for cyclists from far and wide. In amongst all these highlights, we must not forget other activities and events on our 'patch'.

During what has, on the whole, been a pretty good summer, those of our members who entered for the July (Corwen) and August (Momma) Audax events did not fare so well with the weather. Hurricane Bertha's 'tail' made sure that those who did start were treated to a severe dose of Atlantic wind and rain. However, back at Corwen two months later the 'unseasonably warm for October' weather made up for the soakings on the two previous events.

And the Rest?

Well I mustn't forget that back in March was a very useful talk, 'First Aid for Cyclists', by Senior Paramedic Steve Evans, which was hosted by the Bike Factory (see the article later in the mag).

Secretary Lowri Evans again organised the Map Reading and Treasure Hunt in May based on the

Espresso Cafe, Gwersyllt (see p. 30 of the last edition) then in October the Hill Climb and Freewheeling. But Lowri was not finished. On top of all the work necessary preparing papers for our AGM in November – coaxing reports from reluctant writers to meet the AGM deadline – Lowri arranged not only a new AGM venue near Ruthin but also another AGM innovation: a beans on toast lunch with, to follow, CTC (Coffee Tea and Cakes). So popular was this that a similar buffet arrangement was called for in future – as was the request that we meet in alternate years farther into Wales than Higher Kinnerton.

Get Wells and Farewells

All has not been shrouded in happiness since our last edition, however. Founder member of what is now Two Mills, 94 year-old RAF veteran Ron Davies is in respite care after a fall and Margaret Pendlebury (another co-founder of Two Mills) is recovering from a serious operation. We wish them well.

Sadly, the deaths are recorded elsewhere of other cycling companions, not least that of David Robinson, former Chair of CTC Council whose funeral I attended in Chester last May. We offer our sincere condolences to the families and friends of all the deceased.

Nor must we forget popular member of Two Mills and the Wednesday Riders, John Smith, who is also not in the best of health.

And Finally...

Yes, finally – your President's personal 75th Anniversary 'highlight'? Meeting up with another War veteran, John Pegum, and hearing of his service in Europe in the latter days of WW2 - which you can read about elsewhere.

Mike Cross

----- ooOoo -----



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----- ooOoo -----

John's Anorak Facts

Wednesday Rider's - Year in Numbers (27th Nov 2013 to 19th Nov 2014)

• Departure point for all our rides. <i>The famous Eureka Café</i>	1
• Rides cancelled	2
○ Feb 5 th The Boot Northop	
○ Feb 12 th Rake and Pikel	
• Highest no. of punctures on one ride, April 24 th Caerwys Golf Club	4
• Average no. of riders per ride	18
• Different leaders on rides	20
• Punctures on rides	23
• No. of rides Brian has led or co-led <i>Thanks Brian</i>	27
• The highest no. riding to one venue, Nov 5 th O'Kell's Duddon	29
• Hottest ride, July 16 th The Nags Head Haughton	30 ^o C
• No. of Rides	50
• Rides without a spot of rain	33
• Largest no. eating at a venue, March 5 th The Plough Christleton	41
• Wash fund members	49
• Longest ride, July 30 th The Queens Head Oswestry	89
• Miles per puncture	1770
• Circumference of the earth (at the equator)	24,901
• Group cumulative number of miles ridden	40,717
• Distance to the moon (next year eh?)	238,855

John Ferguson

----- ooOoo -----

Kath's 'Special Treat'



October 2014

A cycle ride with Chris Boardman organised through the Bike Factory, Chester.

The ride started at the Ring o'Bells Christleton, on

through the Cheshire lanes for the 28 mile ride finishing back at the Ring o'Bells to be followed by a lovely lunch and a Q&A with Chris.

The Bike Factory had sent out e-mails to all their customers to enter a draw! You just had to send back your name & address so I thought no more about it. You could off knocked me down with a feather when last Thursday I received the e-mail invite!

Yes it was a great experience! And also a good fun day!!



Kath Mosford

----- ooOoo -----



Tech Tip No. 1



Yeah, yeah, we all know that fitting mudguards will:

- Protect your back and rear end from the majority of wet and spray thrown up by your wheels. You remain dry and comfortable riding through puddles and they lessen the chance of getting a chill.

- Protect your feet

from getting completely soaked riding on wet roads. Mudguards help to reduce the amount of wet that hits your feet, so they keep warmer.

- Protects your face from getting sprayed in dirt and helps prevent grit getting in your eyes. You should wear glasses for this reason, but unfortunately, heavy muddy spray can get clogged all over your glasses obscuring your view.
- Protect your frame from constant splashing up of grit and wet which has a tendency to wreck bike frames and bike components. You need full length 'permanent' mudguards for these.
- Protect cyclists following your wheel from getting completely covered in wet and mud! In fact, in some club runs you may even be considered 'unsociable' for not wearing mudguards!

But so far, so good – full mudguards do all these things for **YOU**. But what about your cycling companions riding behind you? They will start to look like him above if you don't go the full 'nine yards'!

So what's the answer? I think we all really know – fit mudguard extensions.

So easy, so cheap, so very good for everyone else riding in the group.

All you need to do is get an old plastic bottle (milk containers are good) and using a pair of scissors fettle up a mud flap. Then you just need to bolt or rivet the flap to the inside of the mudguard – might be an idea to remove the rear wheel before you attack the mudguard with your drill!



You know what? I'm really so committed to the advantages a mudflap can bring that I'm willing to supply and fit a mudflap to the first six readers who contact me

..... **FREE OF CHARGE!**

I've bought a sheet of white acrylic from eBay and have enough material to fabricate and fit six flaps on a 'first come first served' basis.

All you will need is an existing full length mudguard. Just give me a call to arrange a time to pop into Rossett to have it fitted.

Keep your cycling friends happy!

----- ooOoo -----

A Brief History of the 'Café Hoppers'



Prior to the Gwersyllt

Café Hoppers a few of us were members of a group called The Nomads which met on a Thursday at the Rhosddu Transport Café.

The Nomads folded at the end of 1999 and it wasn't until May 16th, 2000 that Peter Steen and I agreed to meet one Thursday for a ride together. This turned out to be the first Café Hopper ride. We met at Caroline's café in Ruabon and cycled to Ellesmere for an 'all day' breakfast at The Corner Café – our first two cafés.

On June 6th we were joined by Merfyn Jones, and then Bob Jones joined us on August 15th followed by Chris Jones on September 15th.

After that initial meeting at Carolines we agreed to meet at the Rhosddu Transport Café. This café was an ideal meeting place with plenty of room for parking, toilets & showers, a bike rail and some large notice boards for photos etc.

2001 - We started to include Saturday rides in February and attracted a few more riders including Andy Ankers & Roger Squire. In June, Peter, Merfyn,

A Brief History of cont'd



Bob & Glynn did a ride to Cardiff & back, raising sponsorship for 'Shooting Star'.

We were now meeting regularly every Tuesday and Saturday, 9:00 for a 9:30 start adding more cafés to our list, in fact having our first Xmas dinner at the Rhosddu café!

2002 - Five new faces joined us including Dave Statham, Alun & Anne Jones, all of which are still with us. Some of us started to enter Audax rides and four of us had a cycling weekend in Harlech in Merfyn's caravan. Again, we held our Xmas dinner at the Rhosddu Café which was excellent.

2003 - Our fourth year with another two new riders. September 16th, the Rhosddu Café closed so our new home became the Espresso Café in Gweryllt. We were still riding Audaxes and the Wild Wales Challenge.



Three of us did a five day tour of the Elan Valley area. This year we held our Xmas dinner at the Ponderosa – Horseshoe Pass.

2004 - This year, our fifth, we were joined by 4 more riders including Des James, Mike Callaghan & Ken Griffiths. More Audax rides, one memorable one being the 'Snowdrop Express'. Three of us visited the CTC York Rally in June and in July Alun did 'The L'Étape du Tour' This was the first year that our CTC DA won the DATC Competition which of course included some Café Hoppers!

Our Xmas dinner was again held at the Ponderosa.

2005 - Quite an influx of new riders in 2005, 11 in fact. I am only naming the ones who still ride with us,

because some only did one or two rides, never to be seen again. This year, Andy Griffiths along with Martin Thompson joined us. In April, Lowri organised a Treasure Hunt and Map Reading competition, attended by several Café Hoppers. Some of us crossed to Ireland to do a week's touring with other CTC members. Again some of us went to the York Rally. Also in April, a new event was organised by Dave Statham - a week in Majorca which has now become an annual event.

In October, Lowri revived the Hill Climb and Freewheel events, again now an annual event well supported by the Café Hoppers. We again toiled up to the Ponderosa for our Christmas dinner. I would like to point out that most if not all are CTC members and on the 1st and 3rd Saturdays of every month we 'morph' into the 'Wrexham Reivers'.

2006 - We were joined by 8 new riders in 2006 – Lowri did her first ride as a C/H plus Tony Wilkinson, Peter Dilworth and Gareth Williams.

Lots of Audaxes still being ridden by the Café Hoppers, one memorable one being 'The Cotswold Corker' in February. Another one 'Over the Malverns' took place on April 1st (fools!). Our DA once again won the DATC Team event (2005 & 2006). Another trip to Ireland, this time centred on Galway.

This year the trip abroad was to Benidorm mostly supported by the Café Hoppers. Xmas dinner – Ponderosa again.

2007 - 12 new riders – bringing our total to 51, the most notable being Steve Larwood, Andy Polakowski, Ken MacDonald, Gerry Machin and not forgetting Graham Gadd.

A group of us crossed to Ireland – this time Connemara. In August, a group of Café Hoppers helped to rescue a cow which was upside down in a ditch on Francis Lane – (long story). Dave's trip abroad this year was based at Callela and our Xmas dinner was – guess where? The Ponderosa! We didn't win the DATC Team Award this year.

2008 - Our ninth year – with two new members. April 19th we had a ride to Corwen to attend the dedication of a 'Winged Wheel' to Graham Mills. Steve Davies and Glynn did an 8-day tour of Wales using the 'Lôn Las Cymru'.

Some of the group continued riding Audax & CTC events to gain points for the DATC Competition – which we won again! This year we also included a

A Brief History of cont'd



couple of car assisted rides – ‘The Black &

White Villages’ and ‘The Four Castles’ led by Alun. Lowri once again did an excellent job of organising the Treasure Hunt/Map Reading/Hill Climb/Freewheel

Competitions and the trip abroad was to Benidorm. Xmas dinner – The Ponderosa, where else?

2009 - This year saw seven new riders.

Ivor Jones – Anglesey did a ride with us.

We were joined by Bruce Newnes, Mike Frith & David Eccleston, bringing our total to 60.

January 20th saw our largest turnout to date with 20 riders and our longest ride in March to Lake Vrnwy – 100 miles (hard riders only).

August 4th the Café Hoppers met at the Ponderosa to be filmed for BBC Wales which was screened later in the year. Once again Dave & Graham organised a trip to foreign parts – this time to Majorca for some sea, sand and sangria – maybe some cycling.

This year we held a joint Xmas lunch at the Ponderosa – Café Hoppers and Reivers (same people really!)

Plus in October we tried out the new extension to the ‘Greenway’ – to Mickle Trafford. Lowri did a sponsored 300k ride for charity and Martin did a solo ‘End to End’ also for charity.



2010 - Eight new riders – total now 68.

The trip this year was to Majorca again.

Four of our members did the ‘Sea to Sea’ and several members travelled to Loughborough to receive the awards for last year’s DATC Competition which was the fifth time we had won it. Of the 8 riders who

joined us in 2010 only Mike Roberts rides with us regularly. We had another car assisted ride – which was led by Alun – this took us to Holmes Chapel and the Alderley Edge area.

We entered the usual Audax and CTC events and once again the DATC Team Award was won by the C & NW DA (6th time). During 2010 Steve Davies did a marathon ride across America.

May 16th – several of us cycled to the Ice Cream Farm for lunch to celebrate the 10 years of the Café Hoppers. Joint Xmas Dinner at the Ponderosa.

2011 to 2014 - During this four year period 62 people rode with us, most of whom we only saw for a ride or two. Out of that total, quite a few still ride with us regularly

2011 – Sam Martin, Mike Roberts

2012 – Mark Jones, Dave Hill & Graham Arnold

2013 – Caroline Stenning, Jim Williams, Julia Rogers, Martin Brooks & Sarah Hamill

2014 – young Jake Walker & Kath Mosford which makes our overall total 129 out of which we have about 40 regular riders – of course, they don’t all turn out together but we have an average turn out of around 20/25.

The trips during this four year period were all to Majorca and the DATC Team Award was won another 4 times making 10 times in total. Also during that period, Andy P. rode in the ‘Cape Argus’ Sportive in South Africa at least twice.

We have visited a total of 220 cafes but we have narrowed it down to about a dozen or so which are our favourites.

Another thing that happened during this 4 year period – the club split into two, sometimes three separate groups. Some of us as we got older got slower and couldn’t keep up with the younger faster ones. We now have an ‘Easy Riders’ group who do less miles at an easier pace, a ‘hard riders’ group who do longer rides and sometimes an intermediate group who please themselves. Whatever happens we are all still ‘Café Hoppers’!

We still have our joint Xmas dinners at the Ponderosa and we are approaching our 15th anniversary, not bad for an informal group who just meet up and ride our bikes.

I love the companionship, the conversations we have, the lunches we eat, not too sure about the cycling bit in between. Here’s to the next 15 years. **Glynn Jones**

----- ooOoo -----

Letters to the Editor



A regular topic for 'the Link', so now is your opportunity to tell us what you REALLY think!

We have 1500+ members in our area all with their own opinion on matters, so tell everyone

what you think, what irritates you, your good ideas and so on.

I have added a couple of extra issues here which I think really deserve comment from the membership because your opinion as a 'whole' will steer us to get things done – you'll see what I mean – read on!

----- ooOoo -----

Should we change the design of our Club Clothing?

After chatting informally to other members on club rides, there seemed to be a general feeling that the present design and colours of our Club clothing should be updated to give it a more 'modern feel'.



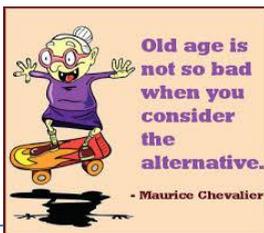
Only a handful of members wear the current kit and those that do - of which there are few - say they won't replace it when it finally succumbs to wear and tear. This topic was discussed at our AGM on 2nd November when it was

agreed that Martin Brooks and I would explore the views of members via The Link and the C&NW CTC Website, and do a little searching around for some suitable new designs. A 'facelift' may revitalise the Club's identity with a kit that members will enjoy wearing. We would really like to know your views. Please email comments to me at:

web@ctcchesterandnwales.co.uk, or to Martin at link@ctcchesterandnwales.org.uk.

We intend to post examples of designs on the website in due course. **Glennys Hammond**

----- ooOoo -----



Can't we do something?



One thing that really 'gets my goat' is all the rubbish on our roads that we are forced to ride through.

Thorns from the hedge

cutters and cow 'stuff' from the farmers, the majority of which appears to be magically directed to my face, bike & clothing and my drinks bottle (still haven't got used to that special taste). If I left all this 'stuff' on the road outside our house, I would be prosecuted so

Anyway, I contacted the CTC Head office and this is their official campaign response:

"Have a look at our campaigns briefing on vegetation and hedge trimmings that also covers other kinds of debris on the highway. You'll find it at:

https://www.ctc.org.uk/sites/default/files/file_public/vegetation-hedge-trimmings2q.pdf"



This link has some really important legislative facts including:

.....**Section 148** indicates that if "a person deposits anything whatsoever on a highway to the interruption of any user of the highway he is guilty of an offence and liable to a fine not exceeding level 3 on the standard scale".

So has anyone in our group experience if we can do anything about this or do I just have to suffer getting covered in muck mending unnecessary punctures in the cold and wet or even slipping off and hurting myself? (Actually, I'm also worried about scratching my bike).

Should we instigate a local campaign? Please write in if you're interested in helping cut down these nuisance and potentially dangerous acts!

----- ooOoo -----

Is this also your view?



Another interesting topic that arose during the last couple of weeks was the interview by BBC Breakfast with Chris Boardman: this caused

absolute 'furore' on the social media. All about helmets and high visibility clothing or more to the point, the NOT wearing of it.

Has Chris got it right – majority on social media appear not to think so? What do you think? I have transcribed the whole interview and look forward to your comments! Here goes

Louise Minchin: "... well, the final question from me because we're going to go on a bike ride in a moment. Viewers will notice I WILL be wearing a helmet but you won't, why not?"

Chris: "Well it's a very long answer, more time than we've got here.

It discourages people from riding bikes. You're as safe riding a bike as you are walking, er, statistically you're much safer than you are going in your own bathroom, you don't wear a helmet there. There's absolutely nothing wrong with helmets but it's not in the top 10 things you can do to keep safe, We're going to look at all of those things but for me I want bikes to be for normal people in normal clothes. About 0.5% of people wear helmets in Netherlands and yet it's the safest country in the World, there's a reason for that."

So *What do you say?*

----- 00000 -----



Still makes me laugh!

MY BIGGEST FEAR IS THAT WHEN I DIE MY WIFE WILL SELL MY BICYCLES FOR WHAT I TOLD HER THEY COST

I thought this was great!

John Ferguson sent in this photo of a poster that's being shown in hotels and other public buildings in Spain. Sorry about the quality but it's the best example we have at the moment.

I thought this was brilliant and think we should, as a group, consider a lobby to get this done!

Do you think this could be a start in educating our 'friendly' motorists?



Quality's not very good so this key should help:

- A. Reduce speed when approaching cyclists
- B. Overtake only when traffic allows, leaving a 1.5metre gap while overtaking.
- C. Cyclists on the road can travel grouped together, two abreast.
- D. Cyclists have right of way over motor vehicles when travelling in a group, when the first has already started to cross or has entered a roundabout.
- E. At roundabouts and crossroads, a group of cyclists must be treated as a single vehicle.
- F. Cyclists have the right to travel on the road and should be respected because they are the most vulnerable and lack almost any protection.

Fantastic! So *What do you say?*

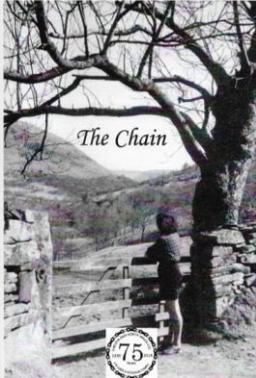
Should we suggest to CTC HQ to promote this in say, filling stations for example?

----- 00000 -----

Going, going and (almost) Gone!



No doubt all of you have solved your Christmas present problems by buying extra copies of *The Chain*. I know that any man with a non cycling wife likes to surprise his lady with a special 'thank you' on



Christmas morning. So, this Christmas morning, bring some romance into her life! Alongside the daily cup of tea you take to her bedside, why not wake her up with a (gift wrapped) copy of *The Chain* as well? Essential bedside reading.

A few copies of *The Chain* still available

(and I mean a few). Only £5.00. (Gift wrapping not supplied, sorry!)

However, those who have only taken up the noble art of self propulsion in the past 25 years may wish to snap up one of the LAST SIX copies of the booklet published in 1989 for our 50th Anniversary (Yes, SIX ONLY, and in full colour too.). Look upon your purchase of one of these as true and valuable, investment. They will surely be collectors' items on future Antiques Roadshows.

All proceeds in aid of THE LINK

Rush your orders to President, Mike Cross. No reasonable offer for the 1989 one refused.

----- ooOoo -----

The Chain and D-Day: the Last Word



In June, President Mike Cross was delighted to receive the following handwritten letter from member John Pegum (now in his 99th year). John lives alone in Little Neston and, although no longer able to cycle, fondly remembers his days awheel.

Dear Mike,

Thank you for my copy of the history of the DA/CNW in particular the references to my activities. I knew

many of the early members from Eric Brassington onwards.

At a recent gathering of retired former colleagues someone asked me what I was doing on 5th June 1944. I was able to reply accurately that I was loading folding bicycles into a glider on an Oxfordshire airfield in preparation for D-Day landing the following day. My orders proved to be my first ever ride in France.

Best wishes to you and all those of the present day who are carrying on the good work of running the Club.

Yours sincerely,

John Pegum.

As a result of this letter, Arthur Miller and I had the pleasure of calling on John at his home. Fittingly, perhaps, our visit was between Remembrance Sunday and Armistice Day and John not only told us of his cycling adventures in pre-War days – adventures which would put many of us to shame – but also told us of his wartime years in a medical unit attached to the 6th Airborne Division. He mentions his 'first ever' ride in France.

One ride that he described was a trip that the Club were about to make over a Bank Holiday to Ludlow and English Bicknor Youth Hostels. As he was on shift work, he could not join them on the first day. Nothing daunted, he completed a shift, cycled from Warrington to his home in Ellesmere Port, and then cycled through the night to meet the club at Ludlow for breakfast. They then all set off down the Wye Valley, then onwards to the Aust Ferry, to see off two of his companions, before cycling back to English Bicknor. Then, he said 'I fell asleep!' We were not surprised at that comment.

He had been dropped by glider behind enemy lines in Normandy at Pegasus Bridge on D-Day and cannot have relished riding his bicycle under enemy fire! His duty was to reassemble his folding bicycle, and then to cycle around the battlefield in search of a Jeep that would tow the trailer contained in his glider. He was successful. His group crossed Pegasus Bridge whilst still under fire, on their way to set up a forward Dressing Station in Ranville. His later wartime exploits included crossing the Rhine and heading into Germany to meet the oncoming Russian forces. These were unexpected stories for us to hear in a quiet English living room overlooking the Dee.

----- ooOoo -----

Cycling First Aid Advice from Paramedic Steve

The first of a series



The benefits of cycling far outweigh the dangers or risk of accident, but a fact of life is that accidents do happen, and quite often not the cyclist's fault, so it is sensible to teach first aid to all cyclists, road, race & off road mountain bikers.



My experience of cyclists is that they are always interested in making their cycle lighter and going faster and First Aid is low down on their list of priorities.

Within the general population there is a lack of First Aid Knowledge as First Aid is not on the National School Curriculum.

Cycling specific First Aid should be relevant to the cyclist's world and should include:

- Scene Safety
- Road Rash
- Blood Loss
- Fractured Collar Bones
- Head and Neck Injuries
- Resuscitation in Trauma

The watch words are:

- Do no harm
- Keep the Red stuff in
- Hold the head
- Do not move the casualty unless their life is threatened
- Never straighten limbs
- When in Doubt ring 999

A Short History

I have compiled a presentation which took 3 months to write as I had to research the subject thoroughly and even sent to the USA for books. I had it peer reviewed by fellow Paramedics and have delivered it to my own cycling club, Liverpool Century RC; it was very much appreciated. In the audience was a fellow Paramedic and a Doctor from Liverpool Royal, both of

whom said we must get this out to the cycling community as it is very important information.

I have started to give the CD-rom out to local cycling clubs and they love it.

I have written the presentation as a self learning resource and in such a way any First Responder, First Aider, Paramedic or Doctor can give the talk to their own club.

Why totally free? Well it's about saving lives and nothing else.

The resource has been featured in Cycling Fitness and Cycling Plus magazine, and the Journal of the Association of British Cycling Coaches

Web friendly version *E Book*

<http://issuu.com/cartonreid/docs/firstaidforcyclists>

Visit www.cycle-claims.co.uk for free CD Rom

twitter@paramedicsteve now reached over 2.7 million re-tweets world-wide



Why Paramedics should have x-ray vision!

We can all get caught out. Recently on a Sunday club ride, one of our senior members crashed right in front of me, landing on his side onto the grass verge, after checking him over for major injuries, and checking the best you can outside of a hospital, that he had not broken his hip, I said "Look I haven't got x-ray vision, so why don't I shoot back to my car, it's only 12 miles back and take you home?"

The next thing, he's on his bike cycling down the road!

The end of the tale is that on arrival at home, his wife phones the ambulance, the Paramedic says, "Look mate I haven't got x-ray vision so let's pop you to hospital".

Turns out he had a hair line fracture of the pelvis! The moral of the story is that these senior cyclists are 'tough old birds'!



Cycling First Aid Advice

..... cont'd

Cycling First Aid Awareness does work!

After a club night of Cycling First Aid, the members were out on a club ride, when one of them had a crash, knocking himself out – unconscious.

The Ride Leader remembers the words 'hold the head and don't move the casualty'. The Ambulance is duly sent for and the Doctors at the hospital praise the Ride Leader saying "you saved this man's spinal cord and life".

The Member is now walking around and starting to ride.

Cycle First Aid Equipment

This is always a hard one to answer. Why?

Well, I want a £130,000 fully equipped Emergency Ambulance!

Weight and bulk are always going to be a problem for the cyclist, if only one person carries the First Aid kit, and mountain bikers are quite often miles from the nearest road.

So what do we carry?

- *Something to clean the wound*
- *Something to Stop the Bleeding*
- *Something to support injured limbs*
- *Something to give protection from infection.*

There are many good First Aid kits out there already.

It would be wrong to expect the Ride Leader to carry everything including a Defibrillator, but if everyone carried at least one bandage each, you would have enough for most situations.

Bufs can be used to stop bleeding but also used as a sling.

Wash wounds with clean water and **NOT** energy drinks!

In the next edition we will look at specific cycling injuries and how to deal with them.

Steve Evans

Paramedic Training Manager

Cyclist and CTC member

twitter@paramedicsteve



----- ooOoo -----

A fine is a tax for doing wrong.

A tax is a fine for doing well



Smile – you're on camera!

'Snippets' from the helmet cam



On a single track road there really isn't enough room to overtake when a van's coming the opposite way and we're in 'line astern' – especially a white van!

Yes, the pickup truck had to stop and wait for us to ride through before he could proceed!

Taken on the road from Bickerton

----- ooOoo -----

Two Weeks - Sardinia & Corsica

"Where are we going this year?"



I don't know which of us broached the question. For the last few years I've spent a few days at the end of summer cycling abroad with a guy I used to work with, Rob Milner. Sometimes we've had other riders with us but mostly it's been just the two of us. In the early years we would take the ferry to France or Spain but recently we've taken to flying by budget airline to



get further afield and to have more time in the saddle. Anyway when Rob said Portugal or Corsica I leapt at Corsica because I've always been intrigued by the place although I

knew little about it; also I've already been to Portugal.

Two Weeks - Sardinia & Corsica

..... cont'd



First question: How do we get there? Rob lives in Cirencester and I still have a foot in Wiltshire from where I'm in the process of emigrating to Anglesey. Last year three of us had used Stansted, not very convenient. Bristol Airport would be convenient if only there were flights to Corsica, but Easyjet had a Saturday return flight to Olbia in northern Sardinia up to 11th October, conveniently timed too. We could take in a bit of Sardinia while making our way to the St Theresa (Sardinia) to Bonifacio (Corsica) ferry.

Our planning this year was minimal. Apart from preparing the bikes for air transport in CTC plastic bike bags (see CTC web site for advice on this) and packing our clothes we had Michelin road maps and a hotel booking for our first night in Olbia, but only vague ideas of routes to travel. Although we took tents in earlier years we've increasingly used hostels and *gîtes d'étape* for which sleeping bags are enough. We had downloaded a list of these places for Corsica but couldn't find one for Sardinia, although we would be able to search out end-of-season room deals with the Booking.com app on our smartphones wherever we decided we had had enough for the day.

Because we had to carry all our stuff and were unsure of road surface conditions we took mountain bikes with slick tyres. The "stuff" included all our bags for air transport, you can only include empty panniers and accessories in the bike bag and everything else has to go on the plane in the same way as a normal passenger. Airports don't have left-luggage facilities so you have to lug the bike bag and other airline bags round with you. We were able to make do with rear rack and panniers.

After our first night in Olbia we took off up the Costa Esmeralda (Emerald Coast), quite hilly between inlets and headlands but with beautiful views. At the end was a hotel deal from Booking.com but this is where we first encountered one of the snags of travelling in Italy at this time of the year: the holiday season is finished by the end of September! Our hotel was in a small resort on an inlet down a steep hill off the main road, but its restaurant was closed and so was the only other restaurant in the place. The bar was open and we were able to get a sandwich and a beer, fortunately we had earlier enjoyed a satisfying lunch. Next day we decided we had seen enough of the idle rich (e.g. flashy launch with on-deck helicopter) so we

took the shortest route to St Teresa Gallura, the ferry port for Corsica, and found ourselves another room for the night.

Next day's task was to get ourselves on the 11am ferry to Bonifacio in Corsica, but here we hit another seasonal snag: as well as one of the ferry operators closing down completely the other was also running a reduced schedule, we would have to wait for the 3pm crossing. That gave us the opportunity for a swim off a nearby beach while waiting. After the crossing there wouldn't be enough time to ride anywhere so we settled for an overnight in Bonifacio, fortunately as it gave us the opportunity to explore the fascinating Citadel in the evening. Arrival at the harbour, concealed in limestone cliffs, is really spectacular especially in the evening sun.



The next two days took us to the ancient capital Corte, 400m up in the middle of the island. We went up the east coast before heading inland on the second afternoon. On the way we hit yet another seasonal snag: the few bars and restaurants on the route had closed down for the season and we were running out of water, of which we were consuming a lot because of the temperature. We were fortunate to replenish supplies at a farm shed and later the lonely proprietor of a bar opened up after we sat down for a rest on his outside chairs. He was pleased to have someone to chat to. We found a room on the edge of the old town with its large unwashed higgledy-piggledy buildings surrounding a high citadel.

We decided to stay two nights in Corte so we could leave our stuff in our room and enjoy a lightweight day. The choice of Gorges de Restonica gave us about 3 hours of climbing about 1000m up, according to

Two Weeks - Sardinia & Corsica

.... cont'd



reviews, one of the most beautiful valleys on the island. At the end of the narrow twisting road, where the landscape is emerging from the pine forest, we were able to get a sandwich and cold drink on a small cheese farm. There are footpaths from here to a couple of picturesque lakes but our footwear would not have been up to the hike. The downhill return was quick but quite scary in places. Much of the road is wide enough for one car only, with a cliff face on one side and a vertical drop on the other without any protective barrier.



I still have the collywobbles when looking through pictures taken on the way up, of memories of passing a car on the way down with me nearest the drop!

Our lazy plan for the next day was to take the train to the port of Ajaccio, but the trains have been “upgraded” recently and we were told they have no accommodation for bicycles. We checked on buses, the good news was we could take bicycles, the bad news that out of the summer season there's no bus on Saturday or Sunday and it was already Saturday. We had to bite the bullet and ride and we're glad we did. The route took us through spectacular scenery and over two cols, the second being in the national park of Vizzavona where we stayed for the night in a hostel. Sunday saw us descending to Ajaccio, although some of this was quite demanding due to the high winds which whip up towards lunch time. Also being back at sea level temperatures were high again, reaching 30°C. The earlier stages of the descent were scenic enough but our final approach to the town was through sprawling warehouses. Ajaccio was Napoleon Bonaparte's birthplace, a port which welcomes large cruise ships, but not a place you

would want to hang around for long. The citadel near the port is still occupied by the military and bar prices in the nearby old town are pretty steep.

We clung close to the coast to our next stop Propriano, rewarded again for the climbing we had to do over headlands by stunning scenery over Corsica's south-western sea shore. I had seen that this area of Corsica is promoted in England by guided cycle tours. Our last day in Corsica back to Bonifacio took us mostly further inland but there was still a lot to see. While enjoying an afternoon cold drink in a roadside café, a peleton of serious riders appeared as if from nowhere, but as they passed there was a cracking noise from one of the bikes followed by a shout from the rider at which they all stopped by the roadside to discuss the problem: the casting of the rear derailleur of the bike in question had snapped. The cyclists were on a Rapha package with Pinarello bikes, yet when their Jag support car arrived the best they could do was sling the bike on the roof rack and take the unfortunate rider as a passenger. With all that posh support don't they carry any spares?



After crossing back to Sardinia on the early morning ferry we had an easy ride down the north west coast to a camp site where we settled for the afternoon and a swim. Next day saw us in a lovely old town in the interior, Tempio Pausiana. The route was pretty and hilly,

but devoid of any opportunity for refreshment, out of season again! At one point we were delighted to see a garage up ahead, but it turned out to be unattended self-service and the only water tap in evidence was dry. Our water supplies were already low and we worried about hydration, fortunately we found a cemetery and remembered a tip given by a lady in France: “you'll always find a water tap near a

Two Weeks - Sardinia & Corsica

.... cont'd

cemetery". Our top-ups took us just to Tempio in time for a late lunch; we had consumed 4 litres each that morning. The old town of Tempio was a delight, narrow cobbled streets twisting in all directions and easy to get lost in. There were groups of tourists around in the afternoon but they seemed to disappear by the evening to be replaced by the locals out for their passeggiata.

Our last full day took us back to Olbia. Tempio is at about 560m above sea level whereas Olbia is on the coast and there was still some climbing to do to cross a watershed, but the descent from that was a real joy to experience, 35km of continuous downhill through gorgeous countryside. That actually left us with most of the afternoon to kill, time for a rest and a last swim. Next day would be making sure we arrived at airport in time and repacking our bikes and belongings.

So how was it? Great. Weather conditions? Better than we would have liked except when up in the mountains, it's surprising that the locals are so keen on closing down holiday infrastructure so early, although the temperature for us this year was about 5°C higher than normal for October. It can get very windy towards mid-day and stay that way until the evening which sometimes can be more onerous than peddling uphill. Rain? We once felt a few drops but by the time we had found our waterproofs it had stopped. Road conditions? Generally good, but not designed with cyclists in mind. In some places the tarmac extends beyond a white line at the edge of the carriageway, giving a comfortable riding strip but this can suddenly disappear when there's a bridge or a footpath. Where tree roots extend under the road the surface can get very bumpy at the edge, a road vehicle approaching from behind won't know why you are pulling out to avoid the bumps. Drivers are not always as considerate to cyclists as you find in mainland France and they can get pretty close at times, around the towns roads can be busy which can be tiresome, but away from the towns they're fine. In a couple of places we came across cycles prohibited signs but without any indication of where we could take an alternative route. OSM and maps on the smartphone helped here as their maps, although simple, are more up-to-date than the printed Michelin maps and even Google Maps. Talking of



Google Maps, we found a feature while in Corsica which when selecting a route by bicycle shows a profile of the route. We found this too late to make use of it while in Corsica which is French territory and it didn't work in Sardinia which is Italian.

Would we go to these islands again? I don't know, there's still the north of Corsica to see and we've only touched the top end of Sardinia which is a much larger island. I'm now 72 and there are plenty of other parts of the world I haven't seen. If we carry on in the same pattern there's a year to think about it, but to anyone else I'd certainly recommend it, but make sure you can carry plenty of water for the long desolate stretches.

The 'Stats'

Day	Destination	Dist. km	Elevations (metres)		
			At Dest	Max	Gain
	Olbia Airport		13		
1	Olbia hotel	6.4	8	16	16
2	Golfo Pevero	51.4	6	79	466
3	Santa Teresa Gallura	63.7	33	137	805
4	Bonifacio	8.1	22	42	146
5	Solenzara	66.7	20	88	865
6	Corte	80.9	421	423	1074
7	Corte	37.7	ditto	1380	1418
8	Vizzavona	31.9	923	949	1504
9	Ajaccio	50.7	34	1168	930
10	Propriano	73.7	18	304	1379
11	Bonifacio	65.0	3	332	1485
12	Vignola Mare	22.6	11	65	238
13	Tempio Pausania	38.8	565	567	1051
14	Murta Maria	60.7	18	598	436
15	Olbia Airport	8.6	13	18	30
	Totals	666.9			11843

Chris Crompton



Teacher to a 7 yr. old: "What would it take to make your mum perfect?"

7 yr. old: "On the inside she's already perfect. Outside, I think some kind of plastic surgery!"



Photographic Competition – THE WINNERS

There were 18 entries for the Photographic Competition held as part of our 75th Anniversary celebrations the theme of which was “The Spirit of Cycling 2014”. Although it is almost a cliché when announcing results of competitions for judges to remark upon how difficult it had been to decide upon a winner, for the Awards Committee judges for our competition that was indeed true.

After a morning’s deliberation (and plenty of coffee) the clinching factor was the mention of “2014” in the title. It was felt that although many of the photos

entered were of high quality and captured the “spirit of cycling” all right, the also-rans could have been taken at any time in the past few years. Thus the judges looked for that elusive “2104 element”.

So it was that at our AGM in November, the winning entry proved to be the eponymously titled “The Tour of Britain” taken by Andy Polakowski who took both the plaudits of his fellow cyclists present but also the First Prize of £50.00. The Second Prize of £25.00 went to Glennys Hammond. Unfortunately there was no entry in the Junior (under 18) class.

The Awards Committee



1st prize – Andy Polakowski

Tour of Britain taken just outside Mold between Rhydymwyn and Hendre.

Technical stuff: Canon 7D camera, Canon 80-200 f/2.8 EF-L lens, ISO

2nd prize – Glennys Hammond

‘Is my bike alright?’

Fuji Finepix Compact camera on the Auto setting



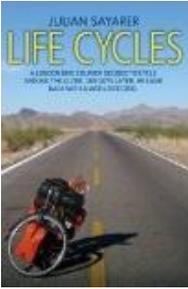
Highly Commended - Andy Polakowski

Autumn Aggro was taken "somewhere in Shropshire", probably Bronington.

Technical: Sony-Ericsson K800i phone camera, ISO 80, 1/500s, f/2.8

----- ooOoo -----

My World Record by Julian Sayerer



'Life Cycles' was written after I cycled around the world in 2009, riding 18,049 miles in 169 days. The ride – at an average 110 miles a day – earned me a world record for a circumnavigation by bicycle and confirmed most of my pre-existing suspicions that records – and to a lesser

extent competition – are a generally innocent but mostly quite curious waste of time.

In all certainty I can say that – as time passes – the saving grace of this endeavour has proven to be the fact I set out to break a world record that had been set in conjunction with big banks, investment funds and a media message totally and horribly at-odds with everything I felt bicycles and touring on them to be about. The result of this conviction has been that, even as the record and its details fade from memory to be captured only as the story told in *Life Cycles*, I am often told by big-hearted people that hearing of the undertaking was something special to them. This, without doubt, is the part of the record of which I can feel truly proud.

I cycled in to the Wirral in early October of 2014. I scarcely knew of the place, and had been let-down by a Liverpool café that had opened-up with much fanfare, only to close down without a word some weeks before I was due to give a talk there. The owners of Eureka Cyclists Café stepped-up to fill the gap left behind, seemingly without word or thought that what they were doing was to put faith in me and the proposition I put forward in what must have been a somewhat bizarre phone conversation. I swapped a cosmopolitan, city café rather too sure of itself for a humble offering in Cheshire – a place where they baked their own cakes and the old photos on the website showed people drinking mugs of tea rather than small cups of espresso. I realised very quickly that I'd made a mistake in not being in touch with Eureka to begin with.

There is very little for me to say on the subject of *Life Cycles*, other than that I hope those of you who might read it enjoy as much. The book is only really a collection of the stories I came across along the road,

and I'm happy that the Wirral now has a special place in my memories, just as those places I found in 2009. I'm humbled so many who saw me at Eureka enjoyed the talk I gave and yet, to be honest, it was an easy talk to give. From the outset I felt everything about the café – and the community that one-by-one shuffled through those doors that evening – had in it everything I always loved about bicycles and cycling. Sometimes it's hard to be an idealist in this world, and that evening it really wasn't.

I've since been sent a copy of *The Link*, and asked to write the words you're now reading. It makes me smile to see mention of Twitter in your magazine, and happy to know that older, established communities with something so valuable to share are doing so through new mediums as well as the no-less valuable print magazine I received. It makes me sad to read of the death of Dorothy Clift, but the details of her life



that have been written make me smile, as does knowing that such a special and giving community might exist to hold her memory so dear. Thinking of the photos of Jack McAllister on the walls of Eureka, and the short stories of him I was told, open a similar warmth in me.

For me there has always been an unavoidable politics in bicycles and riding them. Even now and after so many thousands of miles, they still speak to the part of me that believes the world can be made a better place – the same can be said for those people I met in the Wirral, in the autumn of 2014.

Keep riding, keep smiling. Keep supporting the people you meet on the road... and also those you don't.

Julian Sayerer

@julian_sayerer

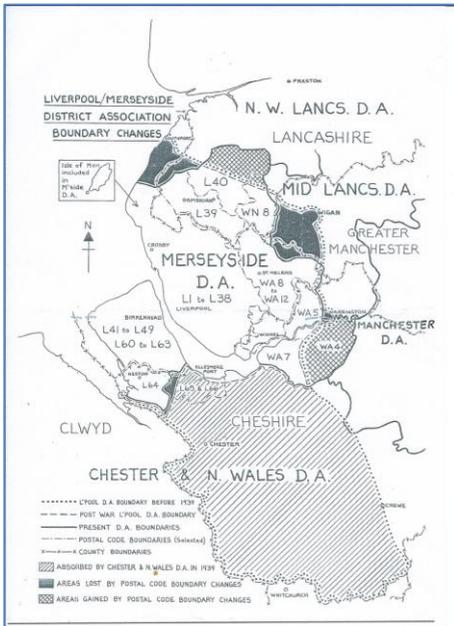
www.juliansayerer.com



C&NW CTC Recent Changes

An explanation

A number of CTC members, some new and some established, have expressed difficulty in understanding CTC's local organisation since the many recent changes. I thought it would be worth summarising the most significant changes mostly to C&NW CTC and consequentially CTC Two Mills from the initiation of those changes in 2007 to the status quo today and with a brief reference to CTC Merseyside, "parent of us all" so to speak. As described in the introduction to the recently published "Chain" (A history of Chester & North Wales CTC) (Apologies to Arthur and David for my plagiarism) the main, and it seems the only CTC group in this area up to 1939 was Liverpool D.A, re-titled to Merseyside DA sometime in the mid 1970s. Chester



and North Wales DA which was formed as a section of Liverpool DA in 1931 became a DA in its own right in 1939. In addition to the area acquired from Liverpool D.A defined in the above map, C&NW D.A. also included the old Welsh counties of Flint, Denbigh, Montgomery, Merioneth, Caernarfon and Anglesey.

A D.A was a District Association and was the representative group for CTC in a defined area. (See the map defining early D.A areas). For the record Merseyside celebrates its 120th birthday next year and there is no truth in the rumour that George Lewis was Merseyside's inaugural President!

Fast forward to Chester & N Wales DA in 2007 (If you want to read more about the group's trials and tribulations in the intervening years read "The Chain" as mentioned above, copies of which are still available!).

A DA's area of operation, earlier defined by local boundaries was now defined by post codes. CTC members were allocated to a DA based on where they lived. DA Membership lists were kept by National Office (NO) and CTC members were deemed to be a member of that DA and no other. Once a year each DA received funding from NO (often referred to as "Capitation Allowance") based on the number of CTC members who were resident in the DA's area. You were allowed to vote **only** at your own DA's AGM. Each DA normally had a number of riding groups which were known as sections equivalent today to our Informal Groups.

In 2007/08 the C&NW DA was reportedly going strong with a number of active sections, amongst which were Two Mills, Wednesday, Chester, Mold, Eryri, Anglesey and Wrexham, but major changes were around the corner.

The organisational structure based on the old DA model was deemed by NO to be unsuitable for CTC going forward. In 2007/8 the Policy Handbook for CTC Member Groups afforded the opportunity for sections to become fully Independent Member Groups in their own right. A Member Group had to have its own formal committee and had to conform to certain administrative procedures defined in the said document. Subsidiary Member Group status was also created at this time to accommodate the needs of sections that wanted some independence but did not wish to sever all connections with the "DA" of which they had historically been part. They were nevertheless obliged to have their own committee and conform to the same administrative procedures as a Full Member Group. Member Groups with one or more subsidiaries were known as Parent Member Groups. Subsidiary Member Groups conducted their own business but under the "control" of a Parent Member Group. In my



C&NW CTC Recent Changes

..... cont

experience the “control” was very much hands off.

Two Mills elected to become a Subsidiary Member Group whereas all other existing sections within C&NW retained their “section” status but were now to be known as Informal Groups. The policy changes also **recommended** that groups should no longer use the terms “D.A” and “Section” in their title.

With the creation of Parent Member Groups (PMG) and Subsidiary Member Groups (SMG) voting rights were also changed. CTC members now had the right to be registered with a MG of their choice (Be it Parent or Subsidiary) **irrespective of where they lived**. However if you registered as a member of the PMG you could only vote at the PMG AGM. If you registered as a member of the SMG you had the right to vote at both your SMG’s and your PMGs AGM. As a practical example, if you rode regularly with Two Mills (an SMG) on Sundays and with Wednesday Riders (an IG within C&NW) on Wednesdays AND you had opted to be registered as a Two Mills member, you could vote at both Two Mills’ and C&NW’s AGMs. However if you rode regularly with Two Mills and Wednesday Riders but registered as a C&NW member, you could only vote at C&NW’s AGM. I believe this was the first occasion that the voting rights of CTC members deviated from the concept of one CTC member having one AGM vote, certainly in recent times.

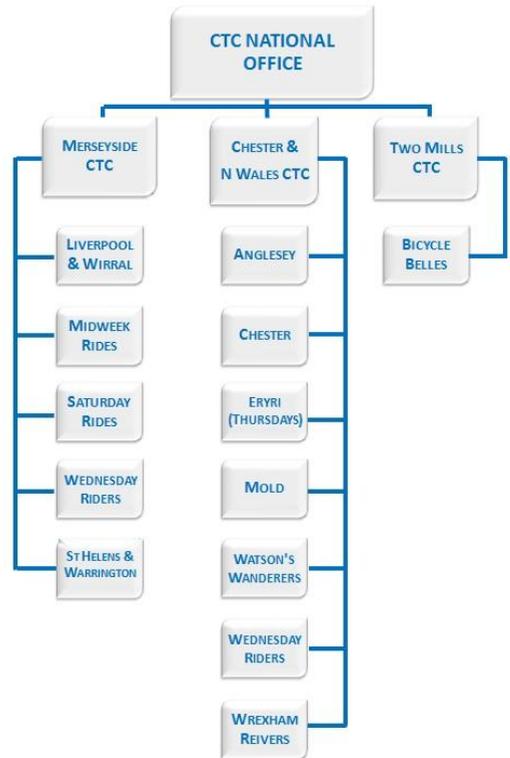
The annual payment from N.O (the aforesaid capitation allowance) was still paid directly to the PMG or SMG on a per capita basis of the members registered by N.O as members of that Member Group.

These arrangements continued until 2012 when further amendments to the Member Group Policy abolished the Subsidiary Member Group status which meant that Groups could now only be either fully Independent Member Groups or Informal Member Groups. (The latter could only operate within a full Independent Member Group IMG).

The policy changes now specifically **excluded** the use of the terms “D.A” and “Section” from group titles.

The main outcome of these changes locally was that Two Mills CTC became a fully Independent Member Group in its own right, with exactly the same “group

status” as Chester and N.Wales CTC and Merseyside CTC. which is where we are today. (See the simple organogram illustrating the status quo below).



To my mind, two very important changes were introduced with the 2012 policy amendments. Firstly the annual payment mentioned earlier which had been calculated on the basis of the number of an MG’s registered members was changed to a single payment (Just £200 p.a to put it into context) irrespective of membership size. The bigger MGs such as C&NW would eventually suffer a reduction in capitation allowance as a result of this change although a tapering arrangement for larger MGs was included to soften the blow. This change also meant that there was no longer a need for N.O to maintain lists of members by Member Group and these lists are no longer kept. I would also suggest that this has led to a significant change in the concepts and understanding of “group membership”.



C&NW CTC Recent Changes

..... cont

Secondly all CTC members were given the right to be able to attend and vote at any General Meeting of any CTC Independent Member Group on presentation of a valid CTC membership card.

I am not convinced that these two changes were for the better and I will offer my point of view in a related article in the next issue of the Link.

Brian Lowe

Thank you Brian, I always did wonder how things were set up – Ed.

----- ooOoo -----



The Awards Committee

The Awards Committee was set up almost ten years ago as an independent group charged to consider and nominate CTC members suitable for the receipt of an Award in recognition of their activities in support of the C and NW Group.

The Committee consists of three C&NW CTC members chosen from those who have been awarded a Certificate of Merit to ensure impartiality, with the current members being Mike Cross (Chairman), David Ackerley (Secretary) and Arthur Miller. Although we keep the details of the discussions confidential, there is a full record of Agendas and Minutes to look back on if we need to refresh our memories of previous decisions. We meet about four times per year.

It has been quite a steep learning curve for all three of us as we have taken on board the various awards available in the CTC system, the time limits involved in the preparation and submission of bids, and most importantly, the best way of writing the Award Citation so that we can convince the CTC National Awards Committee of the merit of each of our cases.

We have a standing agenda that includes Certificates of Merit, Volunteer of the Year and Certificates of Commendation.

In addition we have been involved in the awards of special certificates of thanks to individuals and to companies during the C&NW Group's 70th and 75th Anniversary years; the Photograph competition in 2014; the Cafe of the Year Award, and in supporting the President in his choice of the recipient of The President's Trophy.

Our duties have also involved the preparation of the Tourist Trophies for presentation, (including the design of the mounting plinths), and also the engraving of the names of the successive winners on all trophies.

We are proud that we have gained awards at a National level for Graham Mills, Glennys Hammond, Janet Gregory, David Robinson, Lowri Evans, Roy Spilsbury, and most recently to our Right to Ride Officer Peter Williams, in addition to The Eureka and The Bike Factory.

However, our work continues and we must continue to recognise the achievements of our Group members. To that end, we encourage and look for nominations from others to help us identify someone who may have slipped under our radar, but is still providing a sterling service that is worthy of recognition.

So, if anyone has a nomination that we should know about, please send it to David Ackerley at:

vega27@btinternet.com We look forward to a sackful of mail! **Arthur Miller**

----- ooOoo -----



The Bert Bailey Memorial Vets 100

Call for Help !!

As most of you will know by now I have resigned from the position of organiser for the Bert Bailey Memorial Veterans' 100. I have had the honour of organising this, the flagship event in our Club's annual programme of events, for seven years and have enjoyed every minute of it.

All things come to an end and I feel that now is the right time for someone younger than me (and most people are!) to take over the reins of this long established and prestigious event. It has acquired an excellent reputation throughout the CTC over the many years it has been run as is shown by the wide geographical distribution of the riders who enter, and it's a matter of some importance to cycling in the North West in general, and to the Club in particular that it continues.

Next year's ride in this, the longest running event in our Club's history, will be the 50th in the series, and it would be a mortal shame if the event did not continue.

It is a simple and easy event to organise and the halls



The Bert Bailey Memorial Vets 100

..... cont'd

and caterers for 2015 have already been booked. If you are put off by the prospect of the work involved (Nowhere near as much as you might think) it may be that two or three people could organise it between them. Some of you may want to do the ride and are put off by thinking that the organiser/s can't do so, but there is no reason why the organiser/s should not ride as most others have done before me.

If anybody would like to have more information about running this event please call me on 01829 770 224 and I will be very happy to discuss it with you. I will also be available to my successor/s for advice in case it should be requested. I look forward to hearing from you. **David Ackerley**

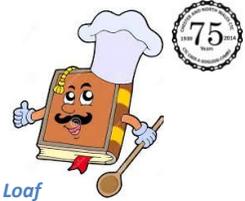
----- ooOoo -----

Certificate of Merit - Peter Williams

Presented to Peter by Mike Cross at the AGM in recognition for all his unstinting work and commitment in working for the best conditions for all of us to enjoy our cycling – Well done Peter!



----- ooOoo -----



Cycling Recipes

Auntie Doreen's

'Go Faster' All-Bran Loaf

Doreen writes:

I used to do teas about twice a year at my house in Grayswood nr Haslemere for CTC West Surrey Section. This 'Bara Brith' type loaf was very popular; it's also healthy with no fat or eggs, as it is made with All-Bran.

There were always lots of jokes like "will this make me GO faster?"

I have passed the recipe on to lots of people and it's now a favourite with the Eryri Thursday Group.



Ingredients:

Half a pint All-Bran
Half a pint of soft brown sugar
Half a pint of dried fruit of your choice
Half a pint of self raising flour
Half a pint of milk

Method:

Measure out the All-Bran, sugar and dried fruit into a mixing bowl

Add the milk and soak for half an hour

Stir in half pint measure of self raising flour

Line a 2lb loaf tin and pour in the mixture*

Bake at 350°F or gas mark 4 for about an hour

*To make it easier you can get ready made liners

----- ooOoo -----



I'm old enough to know better, but young enough to do it anyway.

----- ooOoo -----



The Christmas 'Teaser'

Can you recognise Graham Arnold's 'bits'?
Answers in the next edition of *'The Link'*

Do these look familiar? Testing your identification skills (and your memory in some cases!)



Photo A



Photo B

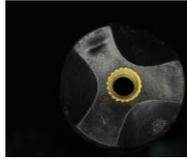


Photo C



Photo D



Photo E



Photo F



Photo G



Photo H

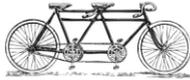


Photo I



Photo J

A Tale of Five Tandems



(Well actually THREE tandems – the next instalment will be in the March edition of *'The Link'* - Ed)

This was originally going to be "A Tale of 4 Tandems", but then I remembered that there was another one, a good many years ago.

Tandem No.1 – unknown manufacturer

It wasn't mine; it belonged to a friend at school. It didn't have a make, going on the colour; it may have been a 'Dulux'. It was our first venture into tandem engineering, and it was a mechanical nightmare to keep going. The one endearing memory concerned an expedition to the roof of the Doncaster Arndale Centre (as it was then called). The internet tells me that it would have been 1967, when I would have been 12 years old, which was probably about right. I digress; the Doncaster Arndale Centre had just finished construction, and was opened in 1967, as was the nearby Doncaster North Road multi-storey Car Park. Doncaster Corporation had a rather sad history of multi-storey car parks. The North Road example was the first. The steel on the outside was supposed to corrode to a lovely blue colour. It didn't – It corroded to an ugly red colour, usually known as rust. The second car park near the market was

completed, sandbagged up, and filled with water to test the weight bearing strength. However, it sagged too much, and was never used for years. It was eventually strengthened with numerous large steel girders, which was fine, but it reduced the headroom significantly, and caused numerous head wounds. Oh dear!

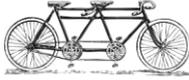
Our great tandem expedition was to the roof of the Arndale Centre, via the North Road car park, and the interconnecting high level bridge between the two. It was especially adventurous, as neither was open to the public. We dodged around the barriers, ascended the many ramps, to the interconnecting bridge, went over, and completed a few laps of the rooftop car park above the Arndale Centre to celebrate - no 'selfies' in those days. Unfortunately, we were spotted by security, and so began a Benny Hill style chase across the interconnecting bridge to the top of the North Bridge car park, around and down the ramps to the exit, where we were stopped and given a good telling off by security, who were waiting for us.

And that was as far as my tandeming days went, until more recently. I continued with solo bikes, I had a Holdsworth Super Mistral, and a Mercian Lightweight, which both saw me through university, eventually

A Tale of Five Tandems

.... cont'd

selling my Mercian to buy my first car, and then the rot set in. After moving to Neston in 1984, I had one of the early mountain bikes, cycling was reborn, and it has never stopped since. I've lost count of the bikes between 1990 and the present. I do know – but I'm not publishing it.



A Nettle Problem

My eldest son, Andrew has some learning difficulties, and we thought he would never ride a bike. We were to be proven wrong; yet again, we were pleasantly surprised by Andrew. One day, he picked up the other sons bike, got on it, and set off cycling. He had never been on a bike before but he was off. There was a problem though, somewhere between recognising that he was in a situation where he needed to brake, and the brain telling the hands to squeeze the brake lever. This frequently resulted in controlled crashes with the terrain. There is still a spot by the new 568 cycleway where I am always reminded where he fell off into nettles. Not satisfactory. His cycling interest waned – not surprisingly.

I shared lifts into work at Speke, and one day my colleague suggested that we try a tandem. Andrew would be cycling; he would be getting out andno crashes.

Tandem No. 2 – the Silver Alloy Peerless from Ebay

Searching on Ebay, an alloy Peerless tandem



appeared to fit the bill, from Preston, not too far away, not too expensive, and if it didn't work out, going on the bidding activity, if the suggestion failed, I could always sell it on. The seller told us it was frequently used on a Manchester to Blackpool cycling event. Perhaps it was just to watch the event at the end of the road. A few mechanical issues resolved, and we were on our way. With Andrew, you have to do things correctly, so he had to have all safety and

protective equipment. It was a great success, Andrew was out, we were enjoying it, eventually in the first season getting as far as Burton Point from the Harp Inn – and that was before the 568 cycleway. This was a great achievement for Andrew.

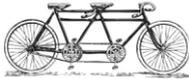
Mechanically – it was not a great success. We travelled with all the tools required for a complete rebuild (or rather, Andrew did – on his back in a Camelback rucksack). I don't remember what failed first. I think it was the wheels that were changed first, after numerous punctures. I did change the tyres for Schwalbe Marathon tyres, which have been excellent, and have hardly worn, and more importantly have resulted in no more punctures. That naturally led to a new cassette. Which then led to a new (actually old and off another bike) XT rear mechanism. Which led to a new set of shifters off Chain Reaction (they were odd ones being different model years, but hey, so what).

One problem that I never resolved in the first two seasons was that we could (and frequently did) pull the rear wheel out of the dropouts. This must have been a long standing problem (Manchester to Blackpool trips?) because the inside of the left hand rear dropout was considerably chewed up and worn. But – I had a genius idea. I bought one of the old fashioned steel derailleur gear hangers, and with a bit of brute force bending the rear triangle, installed it inside the left hand rear dropout, so there was a good surface for the QR axle to grip on. And it worked – and still does. The right hand front pedal also had a stripped thread, which was resolved by digging out an old Shimano left hand crank off a solo bike, which of course then had the wrong pedal thread, so when I replaced the pedals, I had to buy 3 pairs and then had two right hand pedals spare – but so is life with tandems.

After two seasons, it was time to strip down the entire (cursed) thing. And – change everything else that had not been changed. I was surprised that the alloy frame was so heavy – actually heavier than the steel frame off Tandem No.3. In this rebuild, it gained new handlebars, new saddles, new XT front mech, new chains, new cables, new Avid "V" Brakes and lastly – a new Truvativ crossover chainset from JD Tandems at Gargrave in the Yorkshire Dales. I must be their best customer; I've now had a total of four Truvativ Crossover chainsets from them. Replacing the crossover chainset also had another benefit – I no

A Tale of Five Tandems

.... cont'd



longer needed 3 left hand pedals – so I then had a spare pair of pedals which were soon used in another project, Tandem No.3.

It has always had a “different” type of front chain tensioner with a vertically sprung sprocket, but I have never been able to set it correctly, what I really need is a quarter link in the chain – never mind a cranked half link.

After this rebuild, the Tandem No.1 has been thoroughly reliable, and frequently used, although we have moved onto using one of the later Peugeot's.

Tandem No.3 – Comrade Cycles

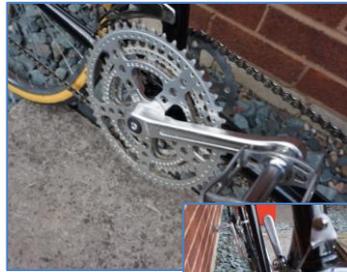
For some obscure reason, when I was bidding on the Peerless Tandem, I also bid on another tandem, a “Comrade Cycles 1970’s mint condition vintage tandem, unused”. I may have bid because it was at Cottingham, near Hull, and I used to live in Cottingham when I was at University, a few years ago. No-one else bid, and so I won by default. I picked it up (I recall a horrendously rainy day), and it was, as it said, mint condition, but a bit knocked about with being stored unused for so many years, and covered in thick grease and oil.

It was duly stripped down, and resprayed in a metallic black by Heswall Accident Repair Centre, and re-assembled. The only concessions were new



Shimano sealed bottom brackets, new Michelin Amber Wall tyres, new tubes, new cables and new saddles.

It now looks rather classic and dashing, it’s a good ride, with its 27 inch wheels, amber wall tyres, a Stronglight 99bis drilled chainset, and beautiful period Lyotard alloy pedals. I still need to do the lug lining and lettering.



I have been able to find out very little about Comrade Cycles of Darlestone – one of the few references to them is from someone who worked there – the reference being of the type “I used to work there for a few years, they were crap” – some commendation indeed.

And a lamp bracket on the forks – style indeed!

----- ooOoo -----



Froomy has left me high and dry. He won't be coming to my party!!

Remember the caption request from the last edition? Brian Lowe did!

----- ooOoo -----



A bit more 'Danube!'

Having enjoyed cycling the Danube in 2013 from Ulm to Regensburg, with Mercurio Bike Travel, I thought it would be good fun to continue along the Danube (or Donau) as it is properly named in that part of the World from Passau to Vienna.



The party of 15 assembled in the lovely City of Passau on the Sunday evening for the first time, ready to go out for an evening meal together, I was surprised to see one of our party in a wheel chair and thought to myself that will slow our progress along the route, I think that Rhona the lovely wife of Mike in the chair, must have read my mind, so she said don't worry it will be articulated when we start, and I wondered just



how that would work.

Monday morning we had a walking tour of this interesting City that sits at the junction of three rivers one of which is the Inn that used to bring salt down from Saltsburg to the market in Passau, bringing as a result riches to the City; Passau also has a beautiful Cathedral that houses five organs which can be played from one manual and the recital that takes place at noon is not to be missed.

After lunch we were fitted with the bikes we would use for the ride and I was interested to see how the articulated wheel chair would work, Mike had a bike wheel with chain and hand grips which he could spin round, rather like pedals for your hands, then his chair was attached to Rhona's bike by a long rod with ex car steering joints at each end, she would ride and push Mike as he wound the hand grips, the result of



which was they travelled at the same speed as the rest of the group, this was entirely their own invention and had taken them on travels they would never have been able to make otherwise. Following Mike's awful accident they were determined to lead as normal life as possible, two wonderful people.

So the party rode on along the smooth tarmacked path, with no "pot holes" you could ride and admire the scenery without constantly looking were you were going, the only need was to keep a watch was for the frequent number of cyclists coming the other way, one of the pleasures of this tour is the superb picnic lunches that Andre provides, unfortunately for the first two days we had rain, so a very suitable alternative was provided.





A bit more 'Danube!'

Much of the route was along the cycle path alongside the river between steep wooded hills, but not all, for we passed through some very pretty villages, and the river widened in places before returning to the valley again. The cycle path changes in places to the opposite side of the river, and there waiting for you is a small landing type craft to ferry you across. After a very interesting tour of the Domane Wachau and lots of wine tasting, we boarded a large river boat, and ended the tour in grand style dining and dancing on board, and into Vienna.

David Collinson



75th Anniversary President's Tea A day to remember - 8th June 2014

This was an ideal cycling occasion - excellent weather for cycling, an opportunity to ride a challenging route of choice, and time to chat with friends old and new after a substantial sit-down tea. David Ackerley is the one to thank for expertly planning and organising this event that provided a day out to be remembered for a long time.



Guest of Honour was David Cox OBE, Chair of CTC National Council, and who also rode the 50-mile route. VIP guests were Glenda Owen (CTC Councillor for Wales), Janet Gregory and Welna Bowden (North West Councillors). Also at the 'top table' were Catherine Green and Michael Wright (representing 'Millennium Greenway Friends') and Vice-President Arthur Miller. As valued helpers, David's wife Shirley and Arthur's wife Jean were also included.

The event was chaired by our President Mike Cross who introduced the guests, read the birthday cards, and asked for a minute's quiet reflection for members who had passed away. In particular, he remembered

David Robinson, who was the previous Chair of CTC National Council and a local CTC member, and who had recently died.

The event was based at Bickerton Village Hall in Cheshire, riders finishing at Bickerton Scout Hut a short distance away, where very welcome liquid refreshments were available.

David had planned three varied and challenging routes of 75miles, 50miles and 25miles, riders in each group setting off between 8am and mid-day (after a welcome drink) which was timed to make sure that everyone finished the rides in time for Tea.



Of the 76 riders and guests who booked for the Tea and the ride, nineteen rode the 75-mile route, thirty-two the 50-mile route, and three people the 25-mile route. The routes included ample opportunities for refreshments at a variety of cafes (vital on such rides). Although at times rain threatened, it never arrived, thus enabling coffee stops and lunch breaks (for those who took them) in pleasant weather. Volunteers were given their Tea free of charge as a thank you for giving up a day for the benefit of riders.

The Tea was indeed memorable - a generous roast



meat salad and new potatoes and a choice of two desserts to satisfy the needs of everyone. Vegetarians

75th Anniversary President's Tea cont'd



were very happy with their meals which included an extremely generous portion of fruit and cheese. While coffee was served, the magnificent 75th Anniversary birthday cake, decorated with the C&NW CTC 75th Anniversary logo was cut and distributed to the diners. It had the consistency of a very moist and delicious Christmas cake, and because of the complicated bicycle chain bordering the logo, had been professionally iced.

After the Tea, David Cox presented Certificates of Appreciation to people and organisations who have helped cyclists and especially C&NW CTC. In particular, a Certificate of Appreciation was presented to Catherine Green and Michael Wright (representing the 'Millennium Greenway Friends') for the success of the Millennium Greenway. The Greenway is a great asset to our area and has provided a safer and much-needed link to Cheshire and North Wales. David presented all riders who completed the ride with a commemorative certificate. A Certificate of Appreciation was also awarded to Peter Foster (representing Sustrans) and will be presented on a future occasion. In addition, Mike presented David Cox with a copy of 'The Chain'.

This excellent record of Chester and North Wales CTC charted its history from its early beginnings in 1939 with the Merseyside Section, through its many transformations to the Club it is today. 'The Chain' was authored by David Ackerley and Arthur Miller and represented many months of poring over records kept by our retired archivist Ken Brown. Ken was our longest serving Secretary from 1975 - 1991 and although he is well into his ninth decade, he came over from the Vale of Clwyd to take part in the celebration.

Mike expressed his thanks to all those who had helped to make this day such a great success, but the greatest thanks must go to David Ackerley for the

months spent planning and the hard work involved in making sure the day ran smoothly.

Bickerton Village Hall provided an opportunity and



space to display the trophies and medals won by our champion CTC Tourist Competition team which are presented at the annual CTC National Dinner and therefore not seen by most of our members. Peter Dilworth, who suggested the display, and his wife Irene arranged the table artistically. In addition, our own C&NW trophies were on show. They are presented each New Year's Day at the Carden Arms to our leading local man and woman riders in the CTC Tourist Competition. At the centre of the display was the President's Trophy funded by Mrs I Mills (in memory of Graham Mills) and the Presidential Chain of Office which commemorates our founder member and former President W. H. (Bert) Bailey. A second thoughtfully arranged table displayed a variety of Chester and North Wales documents and certificates showing the extent of the Club's activities.

David, as organiser, would particularly like to thank Mike and Arthur (who also manned the 'sag-wagon') for their valued help in a variety of ways, and especially Shirley, his wife, and Jean, Arthur's wife, who had assisted him when requests for volunteers were less than successful. Thanks also to Peter and Irene Dilworth and to Lowri Evans, our Honorary Secretary, for designing and organising the supply and sale of commemorative mugs.

I think I can safely say that riders and guests returned home contented after a very enjoyable day out.

Glennys Hammond

----- ooOoo -----



I never wanted to believe that my Dad was stealing from his job as a road worker. But when I got home, all the signs were there.

Cycling for King and Country (cont'd)



On page 16 of the last Link, Darryl Porrino gives a well researched account of the Army Cycling Corps of World War I. Readers may wish to know that in Marbury Church the War Memorial in the nave records the names of two men who had served in a bicycle battalion and lost their lives. We might wonder if they were CTC members.

On a lighter note, some readers who take The Times might well have read a reprinted item from The Times of 1914, of how a company of cyclists might impede the progress of enemy cavalry. It is just a matter,

apparently, of laying bicycles down in a heap across the road or track so that the approaching horses get entangled amongst the spokes and frames. Then while the enemy riders are trying to disentangle their steeds from this mangled ironmongery, the, by now dismantled cyclists (having remembered to seize their rifles from the down tubes of their bikes) take up positions lining the route of the cavalry so that they can subject the enemy to an enfilade. Simple, really! That's how military strategists win wars.

MFC



Tech Tip No. 2

Following the tragic accident and subsequent death of Jane Greaves of Llanynys on the B5428 Trefnant to



Denbigh road, a very serious issue arose amongst members with regards to identification in the event of accidents. I have had one or two (?) 'comings to earth' in my 30 years of cycling and have

always worn identification in case I was left in a state where I wouldn't be able to help anyone who found me.

It was especially important for me because I am allergic to Penecyllin and didn't want any repercussions without my knowledge of what was possibly going to be pumped into me. This combined with our touring escapades where any potential rescuers might not be able to speak English prioritised this need.

For years I made do with a homemade label, handwritten and laminated, around my neck. These lasted three or four months before any sweat destroyed them.

----- ooOoo -----

Sarah thoughtfully bought me a set of 'dog tags' for my birthday the other year* and except for having to replace the cord (I now use long boot laces which are just fine) have lasted well.

I also have 'Rider id' on my smartphone but prefer my



dog tags because they don't rely on technology, flat batteries or breakages.

Identification was always backed up with the keeping of my CTC membership card in my 'cycling purse'.

Thought it might be useful to pass on to the membership how Sarah & I have

covered this.

Hope this helps and you won't ever be called to take advantage of it.

* It's coming up to Christmas – put your request into Father Christmas NOW!

----- ooOoo -----



You can never lose a homing pigeon - if your homing pigeon doesn't come back, what you've lost is a pigeon

TDF & World War One



Many professional cyclists served in the armed forces during the First World War. The Tour was suspended from 1915 until 1919 although Henri Desgrange wanted it to continue. Other races throughout Europe were also suspended. Many cyclists who had competed in the Tour would not live to see it race again. Out of a sense of duty many enlisted into their respective armies.

The winner of the 1909 Tour, Francois Faber of Luxembourg, was killed in action at Mont Saint Eloi on the 9th May 1915. He was a corporal in the French Foreign Legion. He won six stages in the Tour De France including a long standing record of five stages in a row. He took one stage in a 255km solo effort to finish 33 minutes ahead of his rivals.

The winner of the 1910 Tour, Oscar Lapize, who also won Paris-Roubaix three times, was a fighter pilot in the French Air Force. He was shot down on Bastille Day, 14th July 1917, near Verdun. He died in hospital of his injuries.

Lucien Petit-Breton, who won the Tour in 1907 and



1908, was killed in a car crash on the 20th December 1917. He had been involved in the "Taxis Of The Marne" operation in 1914, when French troops went to the front in Parisien taxi cabs. He was supposedly on a secret mission behind the lines when his car was involved in a head on collision.

Marcel Kerff of Belgium finished sixth in the 1903 Tour. In August 1914, on hearing heavy artillery, he cycled over to investigate. The Germans captured him

and said he was a spy. He was tortured before being hanged.

Emile Engel, who won a stage in the 1914 Tour, was killed at the Battle Of The Marne, literally weeks later. Henri Avaloine won 17 stages in the Tour De France. He died of injuries sustained in aerial combat in 1916. His brother Jean survived the war and went on to win 11 stages in the Tour.

The Italian cyclist, Carlo Oriani, who won the Giro d'Italia in 1913, joined the Italian Cyclists Corps known as the "Bersagliere". He was involved in the Battle Of Caporetto in 1917, against the Austrians. Whilst retreating he swam the ice cold Tagliamento River and subsequently died of pneumonia. Incidentally, the Bersagliere used folding bikes made by Bianchi.

The British cyclist Tom Gascoyne was born in Chesterfield but later emigrated to Australia. He broke the world 25 mile record in 1896. He served with the



21st Battalion Australian Imperial Force on the Western Front and Gallipoli. He was killed in action at Passchendaele in 1917.

Francois Lafourcade, who led Lapize over the Tormalet in the 1910 Tour, was another casualty of aerial combat. He was killed during a dogfight in 1915. He was implicated in the poisoning of rival Paul Duboc during the 1911 Tour. Duboc survived the poisoning and the war.

The 2014 Tour paid it's respects to the fallen when it set off from the Menin Gate Memorial.



----- ooOoo -----

If vegetarians love animals so much, why do they eat all their food?



Group Riding

Some Hints for Beginners

In preparing to write an article on the “intricacies of group riding” (Thanks Ed) I quickly realised just how vast a subject it is. I thought it would be better to offer a series of articles. Amongst the Link reader fraternity we have many very experienced group riders including some who have led CTC Holiday Rides, some formally trained either with British Cycling and/or CTC and some who are trained to train others. So there is loads of knowledge and experience of group cycling out there and I realised that I will certainly have to watch my Ps and Qs.

I do most of my group riding with Wednesday Riders and over the past year we have had a good few new riders join the group. WRs riding style seeks to promote group cycling as a sociable activity (generally not competitive but not always) whereby riders get the opportunity to meet people from all walks of life, converse and interact often away from traffic and in wonderful countryside and at the same time maintaining a good level of fitness. To kick off, I offer some advice particularly to newcomers related to

riding safely in a group. There may be different opinions out there but if the articles generate constructive debate, then that can only be good. (*here, here! Ed.*)

Every year our rides list under a section titled “Small Print” carries a list of safety items entitled “ROAD SAFETY CODE” with acknowledgement to the Ad Hoc Road Safety Committee of the 19th November 1992. (I think only Mike will be able to confirm if this has been part of the rides list since that date.) I would guess that it is intended that riders both old and particularly new would read and heed the advice rides list. From my experience, some do and some do not, so it might be others than the new riders who would benefit from a refresher.

Wednesday Riders Road Safety Code kicks off with an objective statement that our aim is to ride safely as a group and in such a way as to cause no hazard, obstruction or offence to other road users. *Safety and Consideration for other road users (including others in your group (my comment)) seem to me to be the key words therein. Our guidelines are as follows with comments from me in italics.*

1) **Ensure your bike is serviced and in good mechanical condition** *Try the M Check at http://www.cyclinginstructor.com/Bicycle_m_check (Control + Click to follow the link)*

2) **Do not ride more than two abreast.**

Rule 66 of the Highway Code states that cyclists should never ride more than two abreast and ride in single file on narrow or busy roads and when riding round bends. (What was that about Granny and sucking eggs?)

3) **Single out when necessary or when asked to do so.** *(More about riding in single file in a later article)*

4) **Avoid stopping or slowing suddenly. If you have to, then shout a warning.**

5) **Note that it is not advisable to wave on following vehicles**

I personally support this advice and do not wave following motorists on but there are some regulars who do. As a motorist also I prefer to exercise my own judgement and could not imagine myself overtaking a group of cyclists on say a blind bend even if called through by one of them. I will sit tight and wait until I am confident that I can see that the road is clear and it is safe for me to overtake

6) **Do not block the road when stopped at junctions**

Very frequently the leader will be tempted to stop at a junction to allow the group to reform. Occasionally and particularly with large groups, the needs of other road users might be forgotten.

Avoidance is the obvious solution and as a group rider you should avoid bunching at the junction say by stopping one behind the other or the leader should regroup at a nearby safe location such as a lay-by or field entrance and if necessary ask one of the group to wait at the junction and give the missing riders appropriate directions

7) **Keep well off the road when stopped**

This goes without saying with a routine stop but with an unplanned stop precautions need to be taken to ensure that the group is safe from other road users

Group Riding cont'd



8) Do not pass the leader when climbing a hill. (If you do wait at the top)

When leading, I prefer for riders to climb a hill at their own speed and also on long descents for that matter (which usually involves overtaking me) and I normally indicate where faster riders should wait for the group to reform. As a benefit this usually spreads the group making it easier for other faster road users to overtake slower moving cyclists

Overtaking and riding ahead of the leader say because the group pace is too slow is not a practice I condone. With this chosen style of group riding the leader has a responsibility to keep the group together and to do this will require that the group proceeds at the pace of the slowest rider even when the leader is the slowest. Faster riders can ride more slowly. But not vice versa

On a hard ride, say into the wind as a leader, there are times when I would be delighted for others to take a turn on the front but there is little benefit to a tiring leader in doing so and then riding 20 metres ahead of the group at an increased pace and expecting them to keep up. (There are of course other styles of group riding where this is acceptable or even the norm)

9) When passing other riders give them verbal warning

In my opinion this is good advice which is too frequently ignored. It does not seem too onerous a task to announce your impending presence as you are overtaking a rider, particularly on a descent at speed. The potential adverse consequences are pretty obvious

10) Use mudguards in wet conditions to avoid causing dirty and unpleasant conditions for other riders

When riding in wet conditions without mudguards you are likely to be asked to ride at the back of the group

11) If the leader of the ride decides that the group is too large, it will be split into smaller groups

More on this in a later article

12) If for any reason you decide to leave the group and make your own way, ensure that you tell the leader

This will ensure that the leader will not waste time and effort in trying to locate you

Verbal and hand signals

Communication of potential hazards and other pertinent information between members of the group is usually continuous using both verbal messages (Shouting) and hand signals. New riders should make themselves aware of signals used by the group in this connection.

Some commonly used *signals or hand signals are as follows and I am sure that this is not exhaustive*

'Stopping' I am stopping so do not ride into the back of me.

'Easy' I am slowing down voluntarily or involuntarily. You should do the same and be alert.

'Car Behind' (Usually from the rear of the group) Be aware that a car is travelling behind the group. If you are riding two abreast consider moving into single file to facilitate the car's overtaking manoeuvre.

'Coming Through' A shout from behind that a vehicle/cyclist or perhaps even a horse and cart for that matter, that was behind the group is now overtaking.

'Coming Through on your right or left' Use it yourself if overtaking one or more cyclists.

'Car Down' There is vehicle coming down towards you so pull in if you can to give him space. (Even if the car is coming up a 15% grade towards you the cry should still be **"Car Down"**).

Aide memoir. "Down your throat"

'Car Up' There's a vehicle coming up from behind so single out having made sure there is space to pull into.

Aide memoir "Up your XXXXX" using whichever noun you deem appropriate.

'Coming In' I wish to move into single file and can you help make space?

'Come In' or 'Move In' From the rider who will be behind you in the single file telling you that there is space to move into.

Group Riding
..... cont'd



'Grid' 'Pot', 'Pothole' 'Hole', 'Below' (*not to be confused with B.Lowe!*) Uneven road surface or hazard. Be aware and consider taking avoiding action.

'Loose' 'Gravel' Loose road surface. Take care.

"Out a bit/little" On the assumption you are riding on the left side of the road or cycleway, this shout tells you to move to the right to avoid an obstruction or other potential hazard.

Puncture! *No prize for guessing this one*

'Clear' Usually used at a junction to tell following riders that the road is clear in both directions at the time of the shout.

'Clear Left/Right' These are usually used again at a junction when making a turn and the view to the left or right is poor. As an earlier rider crosses the junction and the view to the left/right improves and he/she can see it is clear then they will pass on that information. At a particularly poor blind turn and as leader I might choose to negotiate the turn carefully and stop on the other side of the road where visibility is better and instruct the group across.

'Car Left/Right' A rider having progressed or part progressed across a junction observes a car approaching and advises following riders accordingly.

Be careful with the last two shouts. At junctions I would recommend that you satisfy yourself that the road is indeed clear before proceeding irrespective of advice from others.

I have a vivid recollection of a near miss, (an emergency stop from the motorist just avoided a collision) and the explanation from the culprit was "I thought he said 'Clear right' not 'Car right' "

And some hand signals



Hazard

Move to the right as appropriate. Alternatively the arm sweeps across the back. Similarly use of right arm for moving left



Uneven Road surface or hazard

Finger Pointing Downwards sometimes emphasised by hand/arm movement



I am stopping

... and you might have to also Used as well to indicate that the rider has a problem



Normal signal indicating a turn to the right

Angle of the arm is sometimes steeper



The signal above is for use only when severely antagonised by other unsafe and inconsiderate road users

Several variations of conveying the same message!

(Whilst readers might find reasons for occasional use of at least two variations of the signal on the left, I thought that a subtle piece of editing would be appropriate in order that the tone of the magazine wasn't too compromised – Ed!)

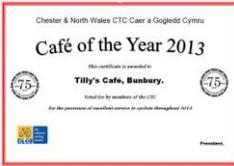
----- ooOoo -----

Café of the Year 2014



There have only been a small number of entries for the 'Cafe of the Year'. Nominations close on 31.12.14, so be **very, very** quick in getting your nomination into David Ackerley before the end of the year so the result can be available for the March issue of *'The Link'*

----- ooOoo -----



Llysfasi Hill Climb & Freewheel Comp October 4th 2014



There was a good turnout in spite of a poor weather forecast. 18 riders took the challenge of the hill climb with Steve Larwood retaining the title in 7 minutes 28 seconds (the same time as the previous year. Mike Frith was second (7.53), with Sarah

Hamill 3rd and 1st Lady (7.54). David Statham was the 1st super vet.

The sun broke through as the riders moved on to Graigfechan for a fiercely contested freewheeling competition. There were 24 riders taking part (23 were CTC members). Roy Bunnell was delighted with his victory, closely followed by Peter Dilworth & in third place was Dave Statham. The ladies appeared reluctant to pass the pub door; but Sarah Hamill went far enough to be awarded first lady.

Congratulations to Jake Walker (the youngest rider at 13) for being first junior. Refreshments after the event & the prize presentations were at the Three Pigeons Inn, Graigfechan.

Thanks to Coleg Llysfasi for providing parking and to all the volunteers, Jean & Arthur Miller, Peter & Irene Dilworth, Mike Roberts and Chris Jones for helping to run the events.



Steve Larwood
'Hill Climb Champion'



Mike Frith
'Hill Climb – 2nd'



Sarah Hamill
'Hill Climb – 3rd
& 1st Lady in both
Competitions'



Dave Statham
'Hill Climb 1st Super
Vet & 3rd
Freewheel
Competition'



Roy Bunnell
'Freewheel Champion'



Pete Dilworth
'Freewheel - 2nd'



Jake Walker
'Freewheel
1st Junior'



The President's Rides & Lunch

These rides this year took place in glorious late summer weather on 28th September. It was again the turn of Cheshire to be the location of the event. As in 2012, the rides were based on Walk Mill, near Waverton where refreshments were available before and after the event. A total of 45 (the largest number in recent years) made their way, via Gatesheath, Aldford and Stretton (with a longer alternative via Malpas) to the War Memorial Hall, Tilston. There they enjoyed an excellent buffet lunch; the catering

(by Mrs Harvey of Ridleywood near Tarporley) drawing much praise.

After the lunch, the President, Mike Cross, presented the President's Trophy to this year's winner, Ifor Jones of Llanfair P.G. He spoke of the loyal way in which Ifor has supported our events over many years, often travelling long distances to do so, and has kept CTC activities in Anglesey alive. (The President's Trophy, readers might recall, was donated by Mrs Iris Mills in memory of her son, our former President, Graham Mills.) The return ride was via Beeston and Huxley to tea back at Walk Mill.

----- ooOoo -----

Obituary

RHODRI HUGHES JONES (Caernarfon) 1945 - 2014

Rhodri died on September 9th after a tragic accident while riding home from watching a stage of the Tour of Britain.

He rode regularly with the local CTC Eryri Thursday group, he was a 'gentle giant' always enjoying a chat and ready to help and encourage a slower rider.

Rhodri was not a great mechanic and we had a lot of amusement while trying to help him with his numerous punctures.

Rhodri started riding with the Thursday Cycling Group in September 2009. He had been riding up and down the Lon Eifion track only, but his friend Tym Crowther suggested he joined our group and since then Rhodri has been with us on most rides.

Rhodri was a 'gentle giant' when he first came out with us; he was a bit overweight and not that fit but as time went by he became slimmer, fitter & stronger.

Recently Rhodri had joined Beicio Menai and had enjoyed longer & more challenging rides on a Sunday and had even treated himself to a 'go faster' bike!

Rhodri was down to lead the ride on the following Thursday Sept 11th; his friends met at Ingo Jones Slateworks to complete the ride in his memory.

Rhodri leaves a widow Madge and daughter Nia and will be greatly missed by them and by us all.

Doreen Lindsey

GEORGE ADAM 1929 - 2014

George passed away at the age of 85 on the 14th March 2014. He took up cycling when he was a youth, and he continued to enjoy it until a few years ago when he had to stop due to ill health.

George lived in Ruthin and for most of his working life he worked with his brother, Ian Adam at the family furniture restoring & upholstery business.

George used to ride throughout North Wales; he would cycle on his own or join with CTC group rides. He was a regular with the Wednesday Riders.

George had been hard of hearing since he was a child; however, he was always keen to have a friendly chat. For many years he helped at event controls, latterly accompanied by his brother Ian (when George was no longer able to drive).

In 2004 his support at event controls was recognised when he was joint winner of the Audax Award for Helper of the Year.

George will be remembered fondly by those who knew him and his ready smile. His funeral was attended by several representatives from Chester & N Wales CTC. The collection from the service was donated to C&NW CTC, and his cycling equipment has been given to the club to sell, with the proceeds going toward club funds.

Lowri Evans

----- ooOoo -----



In the next edition

In the next issue we will have the regular topics:

My Bike – let’s all see what’s special to you and why!

Letters to the Editor – what’s on YOUR mind?

Tech Tips – just some ideas that will make your life easier – have you any tips you can share with the rest of us?

Of course we will feature all those expeditions, best rides and any other cycling related anecdotes you may have – the more the better!

We do try to squeeze everybody’s copy into *‘The Link’* but what doesn’t get in this time will get in as soon as possible



Also, as promised will be The Harry Watson – ‘This is your Life’. Didn’t want to do half measures for this foundation of Chester & North Wales cycling so will do a proper feature for next time. Just for an appetiser I did manage to get an early photo of Harry showing him taking the early day version of EPO. Your secret’s out Harry!

There will be the continuation of the ‘Tale of Five Tandems’ and to complement this genre of featured cycles, Mike Roberts has promised his ‘take’ on trikes and what makes a ‘Trike man’ tick! Can’t wait!

Steve Evans will also give you his next instalment of First Aid for Cyclists – very useful.

Keep the articles, letters, comments coming in, everything is considered important as it’s your view and there’s a good chance that because it’s your view, it’ll be someone else’s or at least they’ll have an opinion.

I’ll take the copy in any format, electronic, hand written, pen, pencil or crayon! Don’t worry about *formatting* the electronic copy, or putting it into columns etc because I have to change it to fit it into the rest of *‘The Link’* anyway and to also put it onto an A5 paper size – just the text is all I need. Thanks.

What about your product reviews? Do you have a favourite piece of kit or a product you like to use on your bike? I know I do.

For example, I won’t use Shimano chains having nearly come to grief when ‘honking’ (alright, racing up a steep hill) when a chain side plate gave way causing the chain to fall off and me stopping very, very quickly, desperately trying to unclip. Then there’s the problem of starting off again on a 15% incline.



Also, one time when joining a Shimano chain with the long rivet you have to break

off the surplus after installation. It left a very long &

sharp burr which soon found my soft and delicate finger when I cleaned the chain next.

So after a session with SRAM chains I’ve been using KMC chains for the last few years without any problems.

Tyres? We use Schwalbe Marathon Supreme tyres on our touring bikes and yes they are expensive but what price the fact that we both covered 7,500kms each without a single puncture? Priceless in my book!

So, what do you like to use? Not only bits; what about kit or what concoction you put in your drinks bottle etc etc? Please tell what and why so we can all share your benefit.

Let’s hear from you!



Christmas Greetings.

*A Merry Christmas and a Happy New Cycling Year
from your President
to all Chester and North Wales cyclists and their families
May your wheels run smoothly*





My Bike – ‘Members Machines’

Lowri’s ‘go anywhere’ – ‘do anything’ bike!



Machine: Handmade Roberts Compact Audax with Reynolds 725 frame

Owner: Lowri Evans

How long owned: Since it was built in 2002

Tech Spec: Was looking for ‘a nice blue bike!’

What do I like the most? It is comfortable and easy to ride



It’s good for all sorts of rides, it has been used for light touring, shopping, cycling to work, Audax events, CTC rides & events (including hill climbs, off road rides & tourist trials) and generally getting about

It is blue

And the least? As it has short cranks the gearing is a bit of a mix & match so gears can be temperamental at times

----- ooOoo -----

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David Eric Robinson

1946 - 2014



"Every time I see an adult on a bicycle, I no longer despair for the future of the human race."

These words of H.G. Wells were a fitting theme to greet the hundreds of mourners who packed into St. Mary's Centre, Chester on 30th May to pay tribute to David Robinson. County Councillor; former teacher at Queen's High School and Head of Sixth Form at Tarporley High School; cricket enthusiast (Vice President of Boughton Hall Cricket Club) and, above all, dedicated cyclist and CTC member, David, aged 67, sadly died of heart failure after a short illness.

A man of principle, David, was well respected not least because of his good humoured, pleasant and tolerant manner. Active in the local political scene for more than thirty years, David had served as Councillor on the former Chester City and Cheshire County Councils and latterly on Cheshire West and Chester Council. In the 1992 General Election, David twice stood unsuccessfully as Labour Parliamentary candidate for Chester, after which, in 1992, he suffered a heart attack and had to be fitted with a defibrillator.

David's concern for the environment showed itself in many ways not least in local politics where his support was instrumental in the introduction and development of Chester's Park and Ride scheme over twenty years ago. Active in the Chester Cycle Campaign, David was frequently to be seen about the district and elsewhere on his Brompton folder. One recalls his involvement some years ago in the work to get Chester designated as a "Cycle Town" by the then government - a scheme that unfortunately was prematurely curtailed by spending cuts. His encouragement of cycling amongst young people showed itself at the opening of the Dee boardwalk when

local primary schoolchildren gathered with their bicycles on the Little Roodee to be the first cyclists to ride its length.

David was a distinguished member of CTC. Not only was CTC Councillor for the North West for many years but, during that term of office, was elected to Chair of CTC Council serving in that post at a time when far-reaching and controversial changes were taking place in the policies of CTC governance. As local CTC Councillor during these times of seismic change, he did not lose sight of his local responsibilities, commonly arriving for a Chester and North Wales committee meeting straight from the station after having spent a full day chairing a CTC Council meeting.

In 2009, our 70th Anniversary Year, David's help and guidance in our hosting the CTC AGM and National Dinner at The Queen Hotel, Chester was invaluable in ensuring



their success. Although David stepped down from the exacting task of CTC Councillor, he was still committed to local cycling. It was fitting therefore that, acting

on behalf of Chester and North Wales CTC, the Awards Committee was able to ensure that David was presented with a well-deserved CTC Certificate of Merit at our AGM in November 2013.

None of David's many achievements both in the cycling sphere or elsewhere would have been possible without the active support of Monica, his wife. It is to her and to their children, Alice and George, as well as the rest of his family that we extend our most sincere condolences. David will be sorely missed by all.